



Vala Runolfsson
<vala@dslextrême.co
m>

To: airport@longbeach.gov
cc: hoorae1@aol.com
Subject: [Fwd: EIR]

10/20/2003 07:38 PM

To the Airport Scoping Committee: As a resident of Bixby Terrace, I am terrified regarding the proposed expansion of the airport. If it can handle the current load of passengers WHY increase it. I prefer that those who fly out of Long Beach suffer a little discomfort which in NO WAY can be equated to the discomfort of my family and I on a daily basis. The EIR should include a Health Assessment based on noise and pollution, including the diesel fumes which spew black soot in my yard and fruit trees, and wind-up in the lungs of my 3 year old daughter. The EIR should also measure the additional cars/buses etc. which will be contributing to the pollution in the area I live in. The Health assesment must be based on the most current scientific information. It is not fair or appropriate to use standards from 1995 when clearly, things have changed. The EIR must measure how equipped Long Beach/Lakewood is to handle the additional vehicles and what this will mean to the residents who travel these roads daily, as well as the impact on the local law enforcement, fire department and surrounding hospitals. More cars, mean more accidents which mean longer delays for the residents of Long Beach in an emergency. The EIR must include a safety assesment for our neighborhoods. How prepared is the city of Long Beach to handle an aircraft emergency when it is surrounded on all sides by homes and communities? What is the probability that increases the chances of those who live near the airport being involved in some type of aircraft mishap - problem during either takeoff or landing.. Is the safety of the community an acceptable risk? THE EIR must include an assesment of how these flights impact our children, their education and their quality of life. I've heard that planes flying overhead stop instruction at local schools. When my child is old enough to attend Longfellow, I want it to be there and provide her with the excellent education unhampered by noise disturbance. Sincerely, Vala Runolfsson & Rob Groome 1536 E. Armando Drive Long Beach, CA 90807



Hoorae1@aol.com
10/20/2003 07:47 PM

To: airporteir@longbeach.gov
cc:
Subject: EIR comments

<< Dwight:

Your comments hit home with me when you said: "You know, I have been saying this all along. I didn't need some governmental agency (ARB) telling me that the air round the airport was bad. It is all common sense." We are on the same page, as the comments that I sent to the City regarding the Human Impact and Safety Concerns are very similar. >>

Kathy,

Not to mention the unannounced takeoffs of the military jets. I personally think that they are pretty cool looking. However, what about the impact on residents with health conditions? Senior citizens? People with anxiety or heart trouble? When I lived on Pine and Roosevelt (next to Susan S.), an SR-71 took off one day. The pilot took off just above the homes and kicked in the afterburners and banked towards the 405/710 interchange. I was at the new car wash on Carson near Cherry. I thought that it was awesome. When I got home, I found out that a guy was on a ladder (near Roosevelt and Linden) and fell off when this thing came barreling over his head. He ended up being treated at the scene for a heart problem brought on by the sudden intense fear and adrenaline. I do not recall this being in the Depressed Telegram. Every aspect of this airport needs to be looked at including unannounced takeoffs by military jets. Kris Kunze will say that "we have no control over military operations." He might be right. However, I believe that the city needs to have some type of warning system.

Dwight



Steve Vandewater
<svandewa@yahoo.co
m>

To: airporteir@longbeach.gov
cc: rgabelich@lbhush2.com
Subject: Airport EIR Scoping Meeting

10/20/2003 10:34 PM

To Whom It May Concern:

It is with profound concern that we wish to express how our quality of life has been impacted with the increase in airport traffic in just the last year. My husband and I have lived in California Heights for 15 years.

Every weekend we are awakened at 7:05 with the continuous roar of jets; one taking off after another. I have also registered a number of complaints to the Airport Noise Complaint Hotline about jets taking off after 11 p.m. (one awakening us at 1:30 am) and several times at 5:15 a.m. On the weekends it is impossible to have a conversation outdoors. Our 9 year old son says that his teacher must pause while teaching at Longfellow Elementary when jets are overhead during the school day.

In the last year I have been diagnosed with a sleep dysfunction where I cannot maintain my sleep. I have been seeing Dr. Stephen Brown, Director of the Long Beach Memorial Sleep Clinic. My son has had asthma since he was 3. I was hoping he would outgrow it, but he continues to have occasional attacks, some requiring a doctor visit.

The situation is hardly bearable now, and I cannot imagine enduring a 50% increase in flights. Being so close to the airport, I can only imagine what the air quality is with tons of jet fuel being burned on take-off.

We sincerely beseech the planning commission to consider how our daily lives have been impacted with the increase of noise and pollution. We understand the 2002 noise measurement data will be used as a baseline. Please consider using data from at least one year prior; 2002 already reflected substantially more activity than we had ever experienced since 1988.

If you would like to contact us personally, please feel free to call or write to:

Sue and Steve Vandewater
3616 Olive Ave.
Long Beach, 90807
(562) 424-6788 eve
(213) 244-0283 day (Sue)
(714) 541-7718 day (Steve)

Sincerely,
Sue, Steve and Kenny Vandewater

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"Kathy Striegl"
<katstriegl@hotmail.co
m>

10/20/2003 11:58 PM

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com, district7@ci.long-beach.ca.us,
district8@ci.long-beach.ca.us, district9@ci.long-beach.ca.us,
district6@ci.long-beach.ca.us, kell@ci.long-beach.ca.us,
district4@ci.long-beach.ca.us, baker@ci.long-beach.ca.us,
district3@ci.long-beach.ca.us, district1@longbeach.gov,
mayor@ci.long-beach.ca.us
Subject: What to include in LGB EIR

I would like the LGB EIR to include the following:

Human Health Risk study specific to airport impacted residents and to focus on children, adults, & seniors separately.

1. Impact of 41 + 25 flights on:

PHYSICAL HEALTH of individuals

Cancers

Hypertension & Heart Disease

Jet engine emissions impact

Immune System Deficiency

Asthma & Respiratory Illness

Sleeping patterns

MENTAL HEALTH of individuals

Anxiety Disorder

Stress from Airport/Airplane noise

Stress of feeling powerless in airport issues,

fear of planes crashing, should we stay

in our home and add on or sell?, what will

happen to property values?, we're

building good friendships and feel a sense of

community that we've never felt

before so how can we pick up and leave ALL

BECAUSE OF AIRPORT

EXPANSION?

LEARNING ABILITIES (especially children)

QUALITY OF LIFE

AIR QUALITY

Toxic Air contaminants including Diesel

Particulate Matter

Jet engine emissions

MITIGATION MEASURES

Any residence exposed to 65db CNEL or greater to
be paid for 100% by the

City of Long Beach or its Airport Bureau
including but not limited to triple

insulation, air conditioning, monthly stipend
to pay for air conditioning, dual

pane windows.

Must comply with the Federal Clean Air Act

Concerned Long Beach citizen,
Kathy Striegl

Send instant messages to anyone on your contact list with MSN Messenger
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DavidPawLewis@cs.co
m

10/21/2003 07:21 AM

To: airpoteir@longbeach.gov.
cc:
Subject: EIR & Airport

As a Long Beach resident, parent, educator and resident of the Wrigley area of Long Beach, I believe it is necessary that health and environmental impact studies that goes beyond the perimeter of the terminal is conducted and results presented before the public before terminal expansion is completed. I already had concerns living in Wrigley as my neighborhood is sandwiched between two major freeways. The 710 services one of the busiest ports in the world and the 405 is considered one of the busiest freeways in the world. Additionally the port itself has had some environmental issues itself over the past several years with concerns about open containers containing hazardous materials. All these concerns coupled with the refineries to the west in Carson makes it ironic that the Wrigley, which may be the most culturally diverse neighborhood in the country, may also be the most polluted. A study must be done.

David P. Lewis
840 West 28th Street
Long Beach, CA 90806
(562) 981-1067



"Nugent, Sheri L"
<sheril.nugent@boeing.com>

To: <airportair@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: LGB EIR

10/21/2003 07:59 AM

My name is Sheri Nugent. My family of five live at 3521 Gardenia Ave. in the California Heights Historical District. My family and I are outraged at the possibility of adding even one more parking space or one more concession stand at Long Beach Airport! We have lived in Cal Heights for several years and the degradation to the quality of life and health with the dramatic increase in air traffic at LGB is alarming. Why the city allows jets to routinely fly 300 feet, spewing jet fuel and pollution, over houses in a historical district, for God's sake, not to mention PEOPLE....I just don't get it....

It is a fact that the adjoining ports of LA and Long Beach make up the largest single source of air pollution in the region and the least regulated. It is a fact that pollution is expected to increase in the next two decades as ship traffic grows by an estimated 70%. Long Beach has the dirtiest air of all LA/OC beach cities!

Yet, we have NO studies examining the economic, environmental or social impacts to expanding the airport terminal. My family and I demand a moratorium on the construction of any Long Beach Airport terminal facilities until its environmental, economic and social impacts are understood by the City and its citizens. The EIR should provide an honest assessment of the situation WITHOUT the current conflicts of interest built in to the process.

Sheri Nugent
Project Management Specialist (PE/PI)
The Boeing Company
Phone 562-593-3251
Fax 562-593-2214
Pager 562-272-8405



"Ray Hokans"
<Ray.Hokans@NRServi
ces.com>

To: <airporteir@longbeach.gov>
cc: <r.Gabelich@lbhush2.com>
Subject: EIR

10/21/2003 12:18 PM

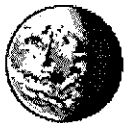
To Whom It May Concern:

We live under the flight path in Los Altos. The aircraft noise we experience is anxiety provoking. It interferes with conversation, leisure activities and sometimes sleep.

Not only do we hear the aircraft at the moment it passes over, but we often hear its sound reverberating again as the sound waves travel across the power wires at the rear of our yard. At times we detect the odor of the aircraft fuel and tiny particles of black dust seem to be everywhere.

Definitely, aircraft flying overhead at a low level is having a negative impact on our lives. The prospect of enduring even more daily flights is greatly disturbing.

Ray Hokans
Account Manager
National Retirement Services, Inc.
3030 Old Ranch Parkway, Suite 400
Seal Beach, CA 90740
P 562-799-6333 Ext. 234
F 562-799-6340



"ron levy"
<levy.ronanddonna@verizon.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@1bhush2.com>
Subject: No to Expansion

10/21/2003 12:30 PM

I'm sending you this e-mail because I'm not for airport expansion. I live at 2389 Tulane Ave. It happens to be under the path of landing planes. Sometimes they fly so close to the ground; I think I can count the bolts on the planes.

When we bought this house 2 yrs. ago, we were aware of the landing planes. We have adapted to the noise of the plans since it doesn't happen consistently. However, if the flights increase, we will not be able to live in our house. The landing planes are so loud that we can not hear the TV, talk on the phone, even talk to one another when we are outside, and sleep.

Mostly we are concern with sleeping. I work mostly nights. So I don't get to bed until 2 am or 3 am. The early flights in the morning wake me up so I've taken to wear earplugs. But sometimes they don't work.

So the quality of our life will be greatly effected. We understand the economics of the airport to Long Beach is important. But we think the people's quality of life in Long Beach should be considered before making a few bucks.

Sincerely,
Donna Levy

Patricia L. Reid
1900 San Anseline Avenue
Long Beach, CA 90815



"Reichenbach,
Suellen"
<suellenreichenbach@
paulhastings.com>

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc: "r.gabelich@lbhush2.com" <r.gabelich@lbhush2.com>
Subject: Airport EIR

10/21/2003 05:24 PM

I have been unable to attend either of the recent EIR scoping meetings in connection with expansion of the Long Beach Airport and so am sending you my thoughts here.

It is my opinion - and hope - that airport flight schedules and noise **SHOULD NOT BE INCREASED**, but **SHOULD BE DECREASED** from present levels.

I do not live directly under the normal path of the jetliners that are flying over the Cal Heights area, and the flights nonetheless have caused me distress. The sounds sometimes are so penetrating and loud that it seems they're pulling the sky apart.

And there is no escaping the sounds from where I live. Specifically, I have tried closing all windows (going without air circulation) and using various types of earplugs, but my sleep and peace are disturbed daily. As my work requires I be up until quite late most nights, I now go to bed concerned at how loud the first current major flight - at 7 a.m. - will be. And when the first flight comes, well, it's an awful way to wake up - to the sound of massive machinery. And throughout the day, when I am trying to work at home, the flights jar my thoughts and senses. I've found it difficult to catch up on sleep lost due to flights, as I never know when the next barrage will begin. It's bad.

So, the increased flights have had a negative impact on my health. I arranged a month ago to see a doctor later this month to speak with him about medication of some kind. I have become agitated and vaguely anxious in the last few months, which I attribute directly to the airport noise. The flight noise has an impact on my psyche similar to that of earthquakes - that is, each time I start to hear a flight I worry about how much worse it's going to get and how long it will last. The noise then makes me exasperated or, worse, angry.

Since moving here a few years ago, I have greatly come to treasure the peace of this neighborhood. To the extent the quiet is broken by small aircraft, I have made my peace with them, even kind of liking the lazy buzzing small planes create. But I find THIS new, GIANT, SHAKING NOISE to be something I cannot overcome or incorporate into my lifestyle. I am, in short, dismayed at this adverse change in my neighborhood.

I request that an environmental impact investigation be conducted and a report prepared which would include consideration of my experience, above, as well as that of my neighbors.

If you've any comments or questions concerning the above opinion, please contact me either by email (below) or by phone at (562) 424-0605. Thank you.

suellen reichenbach
nsreichenbach@earthlink.net
Why Wait? Move to EarthLink.

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"Mike Lavia"
<mlavia@charter.net>
10/21/2003 07:33 PM

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: Fw: Facilities Expansion Airport EIR Written Testimony

----- Original Message -----

From: Mike Lavia
To: airporteir@longbeach.gov
Cc: R.Gabelich@lbhush2.com
Sent: Tuesday, October 21, 2003 2:20 PM
Subject: Facilities Expansion Airport EIR Written Testimony

July 22, 2003

To whom it may concern:

I do not understand why gardeners in Long Beach had to modify their tools to avoid unwanted noise yet airplane noise, which is so much worse, seems to increase daily.

I finally reached retirement age and my retirement is a living hell because of airplane noise. My sleep is disturbed both morning and night with planes polluting my airspace. An afternoon nap is out of the question. It is impossible to estimate how many times I've been awakened by planes at 10:30 p.m., 11:30 p.m., midnight, and even later.

Saturdays and Sundays are supposedly days of rest yet we are bombarded with plane noise to the extent that enjoying one's yard or having a B.B.Q. is an impossibility.

Please FAA, do not add more daily flights in the Long Beach area. If anything, reduce the number of flights and don't increase the size of the airport. Let us live in peace and quiet.

Sincerely,
Lori McAfee
1826 Litchfield Ave.
Long Beach, CA 90815
via email from neighbor's computer



BAPLIN4023@aol.com

10/21/2003 11:41 PM

To: airpoteir@longbeach.gov
cc:
Subject: terminal expansion

To Whom it May Concern:

I have lived in the same house in California Heights for 12 years. The airport noise has never been as loud, and as much as it has been recently. California Heights is the largest historical district in Long Beach, and there is alot of neighborhood pride. Residents in our neighborhood have always been able to visit with neighbors outside their homes. But it can be difficult to hear with the increased airport noise.

It is disturbing to me to hear of the Terminal expansion at the Long Beach Airport. An increased number of flights seems inevitable with an expansion project. I would like to know that the EIR for the proposed project will include a sociological evaluation. This evaluation should focus on our neighborhood quality of life and property values.

I understand that the noise measurement data will be taken from the 2002 results. I would like the data to be current. Especially since the noise has definitely increased since 2002.

One evening recently, the jet noise was so loud our house shook; and it sounded as if the plane was going to hit our house. It was actually very frightening. I found out that the planes were flying out of a different runway, that happens to put their path straight over our house. I know that maintenance needs to be done on the regular runway, so the planes will be using the alternate runway next summer. That is not acceptable to me. There must be some other solution.

In regards to the air toxics emission levels; I would like community specific information. Standardized data would not reflect accurate emission levels. We need a cumulative impact study.

I hope that the city is listening to their residents, and not just worrying about more money for their government. Please don't turn a beautiful, flourishing area of Long Beach into a ghetto.

Sincerely,

Beth Aplin



"Linda Williams"
<lwilliams5@earthlink.
net>

To: AIRPORTEIR@LONGBEACH.GOV
cc:
Subject: airport expansion

10/22/2003 08:11 AM
Please respond to
lwilliams5

This family is strongly opposed to any airport expansion.

I normally go to bed around 9:00pm only to have my sleep disturbed or prevented by airplanes taking-off, even past 10PM.

My husband works part/time from an office in our home. When planes take-off it's impossible to conduct business over the phone. When calling to make doctor's appt. I have to ask the receptionist to wait until the planes go over our.

Recently when runway 30 was closed the big planes used 25R. Our home is directly under 25R. Our windows shook, my heart rate increased, my ears hurt, my dogs ears hurt, we couldn't hear each other talk, we couldn't hear the TV and we couldn't even hear the phone ringing. It was horrible.

I have allergies for which I take medication. The airplane soot/polution is a constant irritation. I should not be required to stay in door with my windows and doors shut to try and stay healthy. The airplane soot is so bad I have someone clean my house twice a month. I am not physically able to do it myself. This is expensive.

We've lived in our home for 31 years and moving is not an option and besides; I love my community and neighbors.

My husband and I travel but we use John Wayne Airport and LAX. Super Shuttle is very convenient. There is no reason to expand Long Beach Airport - I recommend closing it.

Linda Williams
lwilliams5@earthlink.net
Why Wait? Move to EarthLink.



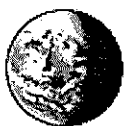
"Helen
Manning-Brown"
<helenmb@verizon.net
>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>, <district7@ci.long-beach.ca.us>
Subject: NOP for LB Airport

10/22/2003 09:56 AM
Please respond to
helenmb



EIR letter.doc



Hoorae1@aol.com
10/22/2003 09:59 AM

To: airporteir@longbeach.gov, baker@ci.long-beach.ca.us,
carroll@ci.long-beach.ca.us, colonna@ci.long-beach.ca.us,
district7@ci.long-beach.ca.us, district9@ci.long-beach.ca.us,
kell@ci.long-beach.ca.us, labatts@ci.long-beach.ca.us,
lowenthal@ci.long-beach.ca.us, mayor@ci.long-beach.ca.us

cc:
Subject: LGB EIR comments

This was sent to me as an attachment so I am forwarding to you on email - may be a duplicate. R. Gabelich

October 20, 2003

Angela Reynolds, Environmental Officer
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802
airporteir@longbeach.gov

RE: Response to the NOP

Dear Ms. Reynolds:

We are requesting a full EIR report on the impact of the terminal expansion. The expansion of the airport terminal is not just an unconnected set of buildings being built in a vacuum, but buildings that will have long-term effects on the potential growth of the airport and surrounding communities. Because of this, we believe the EIR should include:

- A cumulative impact report to include the ports, freeways, local refineries, and the airport.
- Assessment of the potential for long-term airport growth and those impacts (maximum utilization potential) including increased motor vehicle use from service operations, increased motor vehicle traffic from increased parking availability, and increased congestion around the airport. Although the proposed project does not add any flights at this time, upgrading the facilities creates the potential for more flights and this needs to be considered.
- Environmental and health risk assessment of air quality (AQMD and California Air Resources Board have both released reports pinpointing the area surrounding the Long Beach airport as having among the highest long term cancer risk from airborne toxics in the L.A. Basin), the effect of toxic air contaminants including diesel particulate matter from ground support equipment as well as jet fuel and methane (cumulative effects), and the impact on schools under the flight path.
- Economic impact to include impacted property values, potential loss of property tax revenues, and the economic impact of tourists and businesses spending their money in less polluted cities,
- Assessment of effects of noise pollution using a study based on current airport usage on physiological and psychological hazards.
- Compliance with CEQA document review - projects with potentially significant adverse environmental impacts require this evaluation of mobile and stationary emissions.
- Mitigation measures.

Sincerely,

David Brown and Helen Manning-Brown
Homeowners, 7th District
3640 Walnut Avenue
Long Beach, CA 90807
562/424-3417

cc: Rae Gabelich, r.gabelich@lbhush2.com
Tonia Uranga, district7@ci.long-beach.ca.us



"Bernard Hawkins"
<s.b.hawk@worldnet.att.net>

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>
Subject: complete airport eir

10/22/2003 10:53 AM

Dear Angela Reynolds, Environmental Officer,

My husband and I have lived in Long Beach for ten years. Having discovered the city as students at Cal State Long Beach, we decided to stay after we were married. We loved the diverse mix of people, fantastic restaurants, lovely shops, charming historic houses, as well as the wide availability of cultural assets such as the Long Beach Museum of Art, MOLAA, and the Long Beach Symphony, that this city had to offer. We bought our first house here, in California Heights neighborhood almost nine years ago. We chose this neighborhood for several reasons: its beautiful old houses on tree-lined streets, the strong, stable sense of family and community created by residents, and its affordability. At time, we were newly married, my husband had only recently graduated from CSULB and I was still working on my MFA degree there as well. We worked hard to come up with a down payment so that we could buy the house that would become the foundation for our life.

In many ways buying our house and living in this neighborhood has fulfilled many of our dreams. In one huge aspect it has not. Our lovely Spanish house which we have restored and renovated from the ground up by ourselves, lies directly in the flight path of runway 25R/7L. At the time that we bought our house, this was not deemed to be a problem because only the smaller planes used that runway and flights were not allowed to take off or land before 8 am and after 10 pm. Now, however the situation is drastically different. From 7 am to 11 pm daily, we have a constant flow of airplanes, and the accompanying airplane noise, flying over our house. In addition, we have regular and frequent violations of noise abatement hours regulations (planes flying in or out of the airport after 11 pm and before 7 am) as well as obvious noise level violations. Recently, on the evening of September 9, 2003, jets were re-routed to runway 25R for takeoff because of repairs being made to the main runway. I cannot even begin to describe the hell we endured that night. From 7 pm on, we had a continuous flow of jets- passenger and cargo, flying directly over our house. It was like being tied to the train tracks while watching the train barrel down on you at full speed. Each with each instance, I was certain that I was going to die. Even as I write this letter now, my heart is pounding at the memory of this night and my hands are shaking so that I can barely type. These planes were flying so low that had it not already been getting dark, we would have clearly been able to read the numbers on the planes. The noise was absolutely unbelievable and unbearable. Not only were our windows nearly rattled out of the frames, our whole house shook. The floor and furniture shook. We couldn't, talk- either to each other or on the phone, watch television, hear the radio, or even read. Our pets freaked out. The water in our fish pond even vibrated. Every time another plane flew over, I was sure it was about to crash into us. There is no possible way that this amount of noise could even remotely have been within the 92db SENEL noise level restrictions set by the FAA for runway 25R. Interestingly enough, these flights were not listed as noise violations on the city's web site. The claim was made that these flights were not considered noise violations because the FAA Tower directed the airport to re-route these jets to runway 25R for so that repairs could be made to the main runway. Why could not these repairs have been made after hours? It was just as dark after 7 pm as it was after 11 pm only there would have not been any jets to be re-routed. I ask you this: What is the point of having noise level restrictions if they are not going to be applied? It seems to me that the noise level restrictions should be applied consistently. The fact that the flights of September 9, 2003 were not listed as violations is an intentionally deceptive act on the part of the airport and the city to cover up grievous violations. This is not the only time this sort of violation occurs. Usually, however, it happens at between 2:30 and 3:00 am.

So do you see why we are angry and outraged at this proposed "enhancement" of the Long Beach Airport? We do not believe for a minute (or less) that either the airport or the city intends to stand by the current flight and noise restrictions placed on the Long Beach Airport. Apparently, the FAA cannot be trusted to stand by their own rules as well. After all, what is the purpose of increase the parking areas, passenger waiting areas, baggage claim areas, build a bigger food court and provide more parking slots

for airplanes if you do not intend to increase the amount of flights in and out of the airport? Therefore, we as residents, not just of California Heights, but of the City of Long Beach, demand that a full, complete, total, comprehensive Environmental Impact Report, *reflecting the maximum utilization potential of the airport facilities*, be completed. We demand that this report include the following and to reflect maximum potential utilization of the Airport:

- current and community specific- not standardized- noise measurement data (based on 2003 flight frequency and noise levels, not 2002)***
- Noise levels should be determined by actual noise measurements- not mathematical averaging formulas- for the maximum airport usage***
- air quality and toxic emissions studies including the compounded impact on our air quality from our proximity to the port, refineries, and surrounding freeways***
- ground water quality***
- increased traffic impact***
- testing of methane along the airport perimeters***
- the impact of all of the above on property values for residential areas in the airport vicinity***

California Heights is a designated historic district. Our houses and street trees are protected by this status. Our houses are being shaken off their foundations by airport noise and our trees are being killed by pollution. In addition, this pollution is killing residents as well. According to the Air Quality Management Districts Multiple air Toxics Exposure Study (MATES II), parts of Long Beach, specifically in the vicinity of the Long Beach Airport, "have the highest projected risk rating for cancer from exposure to airborne toxics in the L.A. Basin" (LBReport.com). On our half of our block alone, 3 people have been afflicted recently with cancer- one neighbor on either side of our house, and one 3 doors down. One of those neighbors has died. As a tax paying resident of the City of Long Beach, my husband and I do a lot to contribute to the economic health of our city by supporting local businesses, cultural organizations and charities, in addition to paying property taxes. Likewise, we feel that the city has a responsibility to support its residents, at the very least by not killing us through the willful creation of a toxic environment.

Recently, Mayor O'Neil was quoted as saying to a Long Beach resident regarding these issues, "You bought in that neighborhood." Yes, that is true. However, we bought our homes based on entirely different airport climate- one with substantially stricter noise abatement requirements and 400 percent less airplane traffic. Likewise, had people like us been able to afford to buy homes in other lovely areas of Long Beach, like Naples, that are not directly in the flight path we probably would have. Are we some kind of subclass of humanity that is less deserving of a reasonable quality of life because we cannot afford to buy million dollar homes? Perhaps it is time that our public officials be reminded of how they got into office. Like Governor Davis, we elected them an, as recently shown by the recent elections, we can un-elect them as well. Mayor O'Neil's comment smacks unfortunately of "Let them eat cake". Perhaps she should remember the what befell Marie Antoinette as a result of those fateful words.

Sincerely,

Susan and Bernie Hawkins



alden
<alden.bohlig@verizon
.net>

To: Angel Reyes <airporteir@longbeach.gov>
cc:
Subject: AirPort

10/22/2003 11:40 AM

I wish to second all the comments and concerns expressed by those who spoke at the meeting at St. Barnabas

The EIR should include all concerns regarding

Impact on health, environment of whole community, noise,

Should be area wide and not just the immediate airport buildings

alden



mikejen@jps.net

10/22/2003 12:09 PM

Please respond to
mikejen

To: airpoteir@longbeach.gov
cc:
Subject: NOP Comment

Airport NOP Comments

Notification is in error - Individuals who reside under the flight path and live in the City of Long Beach were not properly notified of the NOP and scoping meetings. These individual are greatly effected by the proposed development.

The cumulative air quality of the allowable flights should be evaluated as part of this EIR.

The proposed office/commercial building space at 50,000 square feet is excessive and more than can be supported with the current environmental conditions. The relationship of the size of the proposed structures and the current number of flights allowed should be evaluated as part of the EIR. The EIR should evaluate that after build out of proposed project the airport would be able to handle additional flights and how many the new structures could support. Whatever number of flights the newly developed airport could support should be evaluated in the EIR.

The two story parking structure will block views of a significant cultural monument (the existing airport terminal) and effect aesthetics to a significant level.

The cumulative impact of the surrounding Boeing housing/commercial project, as well as the Marriot hotel expansion, 710 frwy expansions, and other neighboring projects should be included in the EIR. The project alternatives should allow for leased parking agreements since these leases have the ability to be long term leases. These alternative should seek reasonable parking alternative such as off-site parking and shuttle service to other City owned property or properties available for lease. The year 2000 alternative should include a reasonable parking plan and not be excluded from consideration by decision makers.

Mike LoGrande
2040 Ocana Avenue
Long Beach, CA 90815



Sally Schliesmayer
<sschlies@csulb.edu>

10/22/2003 02:25 PM

To: airpoteir@longbeach.gov
cc:
Subject: Comments on Long Beach Airport

Good Afternoon-

Attached is a letter regarding the Long Beach Airport and the request for an environmental impact report.

Thank you!

Sally Schliesmayer



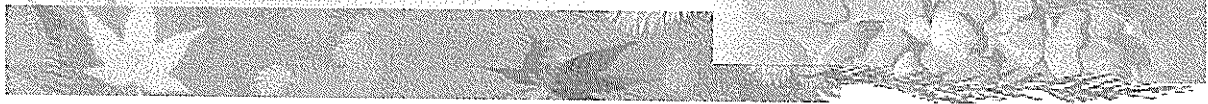
EIR Comments.doc



"Kushner, Deborah"
<DKUSHNER@SYCR.com>

10/22/2003 04:43 PM

To: "airporteir@longbeach.gov" <airporteir@longbeach.gov>
cc: "r.gabelich@lbhush2.com" <r.gabelich@lbhush2.com>
Subject: SAY "NO" TO EXPANSION OF THE LONG BEACH AIRPORT



Ladies and Gentlemen:

According to the South Coast Air Quality Management District, some parts of Long Beach and surrounding areas have among the highest projected long-term cancer risk from exposure to cumulative airborne toxics in the L.A. air basin, and that this risk is worse near the ports, airport and freeways.

I live in the Bixby Terrace neighborhood in Long Beach, which is severely impacted by operations at the airport, including the effects of airborne toxics emissions and noise. The late William Meecham, an expert in the studied effects of airport noise, linked constant noise exposure to heart disease and strokes because of increased tension, anxiety and fear, as well as hearing loss and increased mental illness. Add these severe symptoms to the projected long-term cancer risk in some parts of Long Beach and it is a disaster story in the making. For these important health reasons, expansion of the airport must be curtailed.

To preserve what quality of life and good health still exists in the impacted neighborhoods, the Long Beach City Council must obtain a full and complete Environmental Impact Report which evaluates how current operations at and outside the airport, including any plans for future expansion, impact every neighborhood in the surrounding areas. The long-term health and prosperity of these neighborhoods will be dictated by the overall environment, and it is becoming very evident that many neighborhoods in Long Beach are not now, and will not be in the near future, healthy places to live.

Thank you.

Deborah Kushner



Long Beach anabnr2.gif Nature Bkgrd.jpg



Steve Dwyer
<sjdwyer@verizon.net>

10/22/2003 06:41 PM

To: airporteir@longbeach.gov
cc:
Subject: [Fwd: Re: Airport EIR]

----- Original Message -----

Subject:Re: Airport EIR

Date:Wed, 22 Oct 2003 07:46:37 -0700

From:Steve Dwyer <sjdwyer@verizon.net>

To:airporteir@langbeach.gov, R.Gabelich@lbhush2.com

Gentlemen:

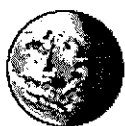
Please take this as my urgent demand that you use the actual noise measurement from the noise monitored runway in your analysis and not use mathematical formulas or old data. The study should be based on the actual noise currently being generated on the active runways, particularly in light of the constantly increasing flights over the past year.

You also need to focus on how disruptive the late night flights are, which continue on a fairly regular basis as there is no meaningful penalty for violating the curfew. It is extremely disruptive to my entire family when the planes go out after 10 pm, and even worse when they go out after 11 pm, and later. In addition, the pollution has increased visibly with the increase in flights over the last year or two. I can see it all over my patio furniture and god only knows what breathing this stuff is doing to my kids.

Also, it has become clear to me that people are traveling great distances to get to Long Beach airport because of the cheap fares that are being offered. They are driving past much closer airports in order to get the cheaper fares. Any EIR should include an extensive survey of

where people that are flying in and out of Long Beach are driving to and from. This extensive driving to get the cheap fares at Long Beach has to have a negative impact on freeway congestion and ,must generate more automotive air pollution for the entire area.

Steve Dwyer
4210 Cerritos Avenue
Long Beach, CA



"P. Kushner"
<pamkushner@hotmail.com>

To: airpoteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Airport traffic

10/22/2003 06:47 PM

To whom it may concern,

I am a family doctor in private practice in Long Beach for the past twenty years.

On a personal level, I am very concerned regarding the increased traffic out of Long beach airport. My children can no longer sleep in on Sunday mornings because of the loud airport noises over our home. We have to keep our windows closed, and yet are still disturbed by the steady noise. Unfortunately, we do not have room for both cars in the garage. The soot that accumulates by the morning requires us to wipe the car windshield down in the AM.

On a profesional level, I am seeing many more allergies and respiratory illnesses in Long Beach than ever before. We are already affected by our close proximaty to the freeway and refineries. I sincerely believe that an investigation should be carried out to detirmine the effect of the airport on the health of Long Beach citizens. This community deserves a cumulative impact study on our health.

I appreciate your attention to this critical issue. I am available for further questions.

Sincerely,
Dr. Pam Kushner (562)595-6770,
4225 Pine Avenue, Long Beach, 90807

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LProano@aol.com
10/22/2003 07:35 PM

To: airportair@longbeach.gov
cc:
Subject: Long Beach Airport Improvement Concerns

To: Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Blvd.
Long Beach, California 90802

Dear Ms. Reynolds,
I have lived in the Bixby Knolls area all my life. For over fifty years, the family residence has been located on Tehachapi Drive, in the heart of Bixby Knolls. My parents originally purchased the land in 1950 and buildt their home when the airport was not an airport. At that time, residents had given permission to Douglas Corporation to use the runways to test their large airplanes. The residents felt at the time that this was a "neighborly thing" to do since Douglas provided so many jobs to area citizens. That decision was a mistake.

Since that time, the airport has drastically changed its direction. Now serving the area with 41 daily flights, the original purpose of an airport assisting area business has long been forgotten.

Since I've been a silent observer, (I do not attend LBHUSH2 meetings, put anti-airport signs in my yard, or attend council meetings with other frustrated and angry neighbors) I can certainly address how the airport expansion has already affected the quality of living on Tehachapi Drive.

My street is definately right under the flight path. With the noise of the larger planes, it is hard to talk in a normal voice to a neighbor, yard furniture needs to be replaced every other year, there is a fine layer of dirt and oil that constantly layers on the cement, pool equipment, and other yard equipment. The environmental issues has grown increasingly more prevalent although, to save money and water, we choose not to hose down our property on a daily basis. The smells permeanting from the planes cast a rancid odor that guests immediately notice and comment upon. My concerns about health risks compound. I have small grandchildren playing in that very backyard. Have I noticed a difference in the quality of life in 50 years.....you bet I have!

Now, regarding expansion. I see no reason to provide newer facilities for this airport. Larger, newer, better means more. More planes. More noise. More dirt. More diesel oil. More costs for cleanup work. More health concerns as we breathe in and out the air that surrounds us.

We've noticed that planes "gun their engines" on take-off then then "back off" when going over sensors. We've noticed that the airlines refuse to follow time guidelines so we can not sleep until after 11 p.m. We've noticed that Long Beach residents have had to make all the adjustments. This letter is to let you know the "quiet ones" on Tehachapi Drive also do NOT support improvement of the Long Beach Airport.

Thank you for noting my concerns.

Joyce Proano
1106 Tehachapi Drive
Long Beach, California 90807



"Helen
Manning-Brown"
<helenmb@verizon.net
>

To: <airporteir@longbeach.gov>
cc:
Subject: NOP comments w/o attachment
>

10/22/2003 07:40 PM
Please respond to
helenmb

October 20, 2003

Angela Reynolds, Environmental Officer
Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802
airporteir@longbeach.gov

RE: Response to the NOP

Dear Ms. Reynolds:

We are requesting a full EIR report on the impact of the terminal expansion. The expansion of the airport terminal is not just an unconnected set of buildings being built in a vacuum, but buildings that will have long-term effects on the potential growth of the airport and surrounding communities. Because of this, we believe the EIR should include:

- A cumulative impact report to include the ports, freeways, local refineries, and the airport.

- Assessment of the potential for long-term airport growth and those impacts (maximum utilization potential) including increased motor vehicle use from service operations, increased motor vehicle traffic from increased parking availability, and increased congestion around the airport. Although the proposed project does not add any flights at this time, upgrading the facilities creates the potential for more flights and this needs to be considered.

- Environmental and health risk assessment of air quality (AQMD and California Air Resources Board have both released reports pinpointing the area surrounding the Long Beach airport as having among the highest long term cancer risk from airborne toxics in the L.A. Basin), the effect of toxic air contaminants including diesel particulate matter from ground support equipment as well as jet fuel and methane (cumulative effects), and the impact on schools under the flight path.

- Economic impact to include impacted property values, potential loss of property tax revenues, and the economic impact of tourists and businesses spending their money in less polluted cities,

- Assessment of effects of noise pollution using a study based on current airport usage on physiological and psychological hazards.

- Compliance with CEQA document review - projects with potentially significant adverse environmental impacts require this evaluation of mobile and stationary emissions.

- Mitigation measures.

Sincerely,

David Brown and Helen Manning-Brown
Homeowners, 7th District
3640 Walnut Avenue
Long Beach, CA 90807
562/424-3417

cc: Rae Gabelich, r.gabelich@lbhush2.com
Tonia Uranga, district7@ci.long-beach.ca.us



"Proano, Pat"
<PPROANO@ladpw.org>

To: <airporteir@longbeach.gov>
cc:
Subject: Long Beach Airport EIR

10/22/2003 07:40 PM

As a long time resident of Bixby Knolls I would like to express my comments with regards to the upcoming EIR for the Long Beach Airport. First of all, I believe that all of the improvements that you constructed on Lakewood Boulevard and the proposed public works improvement surrounding the airport have already violated the environmental process. The City is proceeding with design and construction of these projects without regard of public participation and a total violation of public health.

I would like to see noise, air contamination, health risks, dirt, and other quality of life issues addressed in the EIR. The City has already committed many acts of environmental injustice against the residents of neighborhoods surrounding the airport. It is also clear that the City Manager and the Airport Department Manager have already made up their minds and will continue to press forward without any regard of the residents they serve. It seems like they have forgotten who they work for (Long Beach residents). They do not work for Jet Blue, unless they are getting money under the table. They are destroying beautiful neighborhoods that are the essence of this City. These environmental crimes are occurring at the expense of the neighborhoods surrounding the airport.

This airport is not suitable for further expansion. It is a bulls eye in a populated area. You could never get away with building this kind of airport in an urban area like Long Beach. I am totally opposed to any kind of new improvements or expansion of this airport. The city should focus their efforts and spend our money in finding regional solutions to air travel. This airport was built to help McDonnell Douglas and it was not built for commercial travel. Please stop any more airport expansion.

Thanks

Pat Proano



JaneBehr@aol.com

10/22/2003 08:44 PM

To: airpoteir@longbeach.gov
cc:
Subject: EIR Concerns

Ms. Reynolds,

I request that the upcoming EIR include an in-depth health risk assessment involving the impact of the airport to children, seniors, the general population, and the animals. Without this important information I don't know how an accurate EIR can be conducted. Our lives have been significantly impacted by the recent increase in flights and I can't imagine how much worse things will be if the airport is allowed to expand.

Another concern I have is concerning the methane gas and jet fuel at the airport. Can you guarantee that our water supply is not being affected? Please make sure a study of the ground water and impact of the fuels at the airport are studied.

I would also like to request that when the airport is ready to give their report, they hold more than two public meetings, do a better job advertising they have information to share, and allow us to have an opportunity to review the data before any meetings are held and decisions are made.

My husband and I love our home and don't want to have to move because of the noise, pollution, and irritation of the airport. We are not alone in feeling this way and I believe the airport staff and city council are not in touch with what the majority of the community want. Or worse yet, they don't care because they believe their agenda is more important than our lives.

Regards,

Jane M. Nadeau

Jane M. Nadeau



"gary hytrek"
<hytrek@earthlink.net>

10/22/2003 09:52 PM

To: <airporteir@longbeach.gov>
cc: <R.Gabelich@lbhush2.com>, "Gary Hytrek" <ghytrek@csulb.edu>
Subject: for Angela Reynolds re: Airport Expansion

Dear Ms. Reynolds,

Please see the attached note concerning the expansion of the Long Beach Airport. We appreciate this opportunity to voice our opinion,

Sincerely,



Gary and Sherry Hytrek Angela Reynolds.doc



"Dan Avery"
<dan.avery3@verizon.net>

To: <airpoir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: Expansion

10/22/2003 10:20 PM

When I moved here a little less than 20 years there were about 4 flights a day. As the years go by, my family and I have tried to adjust to the ever increasing no. of flights and the noise that comes with it. I work about 50 to 60 hours a week, Monday thru Friday and would really like to sleep in. Forget about it. At 7:00 am on the dot the 1st of series of usually 2 or 3 flights begin every Saturday and Sunday. You would have to be dead drunk or just plain drunk not to hear the planes. If that's not bad enough, ever since Jet Blue started using the airport, the 10 pm cutoff seems to mean nothing to them. How many nights have planes taken off after 10pm. Having the planes does interfere greatly with our family's quality of life. Given the choice, I would choose not to live here, but I didn't know about the airport and when I finally saw articles in the paper, it seemed that the airport would be operating only a handful of planes. As I write this at 10:14pm a plane has flown overhead. Now as I read about the expansion and the no. of planes, it seems that it's my fault and I should just live with it. I say No to more planes, more noise and No to a bigger airport.



"Bill Bonds"
<b2bonds@worldnet.at
t.net>

To: <airporteir@longbeach.gov>
cc: <r.gabelich@lbhush2.com>
Subject: No to Expansion of the Long Beach Airport

10/22/2003 11:23 PM

I want a complete Environment Impact Report (EIR) identifying all impacts at and outside the airport that have an impact on me and the community in which I live and the other surrounding areas of the airport. This needs to include community specific data NOT standardized data when it comes to air quality or air toxics emission studies. Long Beach is already severely impacted air quality area from our port, refineries, surrounding freeways and the current airport activity. We need this to be a cumulative impact study - all aspects included, and community specific when it comes to air quality or air toxics emission studies. Also the current condition of the ground water needs to be accessed. Does it identify volatile organic compounds and fuels? Methane testing needs to be performed along the airport perimeters. Is it at a volatile level? Could increased flight activity further negatively impact our health and quality of life?

It is unacceptable for the NOP to use 2002 noise measurement data because the noise has increased with the 400% increase in flight activity in the last year. The noise has increased as the number of flights has increased. It should not be a mathematical equation, but true noise levels monitored when 41 flights are in force and on the noise monitored runway.

A sociological evaluation that focuses on the impacts on neighborhood quality of life and property values should be included in the EIR at today's flight number limits, as well as maximum utilization potential of proposed development.

Within the last year, my quality of life in the last year has severely deteriorated due to airport noise and the inability to get to sleep at a decent hour. I can't go to sleep at a decent hour because of the late night flights routinely take off after 10 p.m. With flights scheduled to take off minutes before 10pm they are routinely late. As a result, I get up late and get into work late and am routinely tired from not getting enough sleep. The stress of this then turned into an inability to get to sleep at all. I have had to seek medical treatment and now have sleeping pills.

Being able to conduct business on the phone is nearly impossible when planes are taking off.

Please ensure the Long Beach City Council gets the word.

Thanks,

Susan Drumm
California Heights Resident



elliott brown
<emooky@yahoo.com>

10/23/2003 01:29 AM

To: airporteir@longbeach.gov
cc: R.Gabelich@lbhush2.com
Subject: Testimony

We're writing you today because we have serious concerns for our health and well being if we continue to live in our home, located at 1400 E. Armando Drive.

We are located directly under the flight path of the planes that take off from the Long Beach Airport. We have two children under the age of 3 and are worried that their health and education may be compromised by the expansion of the airport. As it stands now, our children are disturbed by the loud noises, especially when the planes leave before or after the allowed time frame and we see much evidence on our plants and patio furniture of pollution caused by the jet fuel.

We are very adamant that the EIR study include a human health risk assessment that covers the affects of noise and air pollution on our children's learning abilities, sleeping patterns, hearing, and health problems such as asthma, respiratory illnesses, cancers, heart disease, hypertension, anxiety, immune system deficiencies, and allergies. We also think that it would be very short sighted on the part of our city to complete a study that doesn't include the combined impacts of the ports, the freeways, the local refineries, and the airport have on the health and well being of all Long Beach residents. The airport is only one element and should be part of a cumulative impact report for the entire city.

The EIR report must also include examination and mitigation for the cumulative adverse health effects of existing poor air quality and hydrocarbon emissions of jet engine exhaust. The mitigation measures identified must comply with the Federal Clean Air Act!

Our health is our primary concern, however we are also very concerned with our property values since it is our biggest financial investment. We live in one of the most beautiful neighborhoods in the city and we love our neighbors. It would be a shame to see such a lovely area ruined by the airport expansion. Who would ever choose to live under an LAX runway! We certainly don't want to.

We strongly believe that since the recent report shows that the airplanes are currently exceeding their 65db CNEL "noise bucket" we should be looking at removing flights instead of adding them. The argument that the airport brings increased revenues to the city is a weak one. Most people using the airport are commuters from Orange, San Diego, LA and San Bernardino Counties and do not spend the night in our hotels or eat in our restaurants. We, the City of Long Beach residents, need to look out for ourselves. Let's keep the airport up and running, but not at the expense of losing our health and our beautiful neighborhoods.

Please submit our testimony to the record. Showing that we demand that these items, the Human Health Risk Assessment and the Cumulative Impact Report be included in this EIR. It is our right to know what impact the airport expansion will have on our health.

Respectfully,

Veronica and Elliott Brown

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Mike Singleton
<mike4boxes@yahoo.com>

To: airporteir@longbeach.gov
cc:
Subject: Environmental Impact Report Human Health Risk Study

10/23/2003 08:30 AM

Dear Mrs. Reynolds (Environmental Officer, Planning),

It has come to my attention, through local newspapers and grass-roots community activity, that the City of Long Beach plans to expand facilities at the Long Beach Airport in order to accommodate the growing use of our airport.

It is also my understanding that an Environmental Impact Report is being written as part of this process. While this concern to detail by the city is appreciated, as a concerned resident, I believe that a Human Health Risk Study should also be an integral component to this report.

It would seem that, for a complete report, studies on: noise, air pollution and traffic as well as on how changes in these aspects will affect the local population (in terms of: health, quality of life and property values/economic vitality in the area) would be essential to determine the total environmental impact that residents throughout Long Beach--but particularly in the flight path of airport traffic--would be faced with as a result of airport facility/traffic expansion.

Naturally, as a Long Beach homeowner/resident living adjacent to the airport (California Heights), maintaining a livable, healthy environment with the quality of life that Long Beach currently affords is a great concern to my self, my family and my community. As such we kindly request that a comprehensive Human Health Risk Study be a part of the EIR currently being produced.

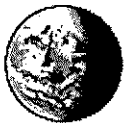
Thank you for your consideration.

Sincerely,

Michael W. Singleton
3547 Walnut Avenue
Long Beach, CA 90807

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Rick Cannata
<cantrax@earthlink.net
>

To: airpoteir@longbeach.gov
cc:
Subject: EIR

10/23/2003 09:27 AM

I am writing this letter due to my concern of the growth of the Long Beach Airport. I have lived in the Los Altos area since 1973. Over the years it seems the city has a propensity to make this airport larger than I believe this area can support.

With the increase of flights I have noticed a black residue on my fruit trees and windowsills. Often it is very difficult to hold a conversation on the phone due to departing flights. There have been many late night arrivals and departures after the cities curfew. It is very disconcerting to be awakened by a large commercial airliner flying over your home at 3 AM.

American Airlines has one jet that is so loud you cannot hold a conversation or listen to Television when it takes off over Los Altos. This affects the quality of life.

With the planned growth of a new terminal & the widening of Lakewood Blvd, I think the city is going ahead with their plans without a proper environmental impact study. We are hoping the EIR study will help our cause to limit the growth of LPG.

I believe our city is more concerned over profits than the quality of living in Long Beach for its residents. Airports do not belong in the center of a city. The approach path crosses over elementary schools disrupting classroom teaching and spews pollution from spent jet fuel right over these children.

I often fear that if one of the jet liners ever crashed the fatalities on the ground would be enormous due to the approach going over many residential areas within Long Beach.

My final concern is the airport impacts two of Long Beach's prime realestate areas. With growing noise and pollution, I am sure our property values will decrease rapidly. This will cause a decline in the area similar to what happened to the areas around LAX.

What is more important, this airport or us citizens?

Rick Cannata
2119 Fidler Ave.
Los Altos/ Long Beach

Rick Cannata



Rick Cannata
<cantrax@earthlink.net
>

To: airpoteir@longbeach.gov
cc:
Subject: EIR Attn: Angela Reynes

10/23/2003 09:31 AM

I am writing this letter due to my concern of the growth of the Long Beach Airport. I have lived in the Los Altos area since 1973. Over the years it seems the city has a propensity to make this airport larger than I believe this area can support.

With the increase of flights I have noticed a black residue on my fruit trees and windowsills. Often it is very difficult to hold a conversation on the phone due to departing flights. There have been many late night arrivals and departures after the cities curfew. It is very disconcerting to be awakened by a large commercial airliner flying over your home at 3 AM.

American Airlines has one jet that is so loud you cannot hold a conversation or listen to Television when it takes off over Los Altos. This affects the quality of life.

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I often fear that if one of the jet liners ever crashed the fatalities on the ground would be enormous due to the approach going over many residential areas within Long Beach.

My final concern is the airport impacts two of Long Beach's prime real estate areas. With growing noise and pollution, I am sure our property values will decrease rapidly. This will cause a decline in the area similar to what happened to the areas around LAX.

What is more important, this airport or us citizens?

Rick Cannata
2119 Fidler Ave.
Los Altos/ Long Beach

Rick Cannata



NoraM@aol.com

10/23/2003 09:51 AM

To: AirportEir@longbeach.gov

cc:

Subject: Long Beach Airport NOP

My wife, son, and I moved to Bixby Knolls last year. My wife is expecting twins and we are very concerned about the environmental impact of the airport expansion. Because of that concern, we attended the Saturday meeting at the Energy Building a couple weeks ago.

When we first moved here the 24 flights a day weren't bad but now it seems like planes are always roaring over our house in the evenings. We just received a bid of approximately \$ 9,000 for new double pane sashes to partially mitigate the noise. With our family expanding, we really didn't need this extra expense now but must do it for quality of life. A minor municipal airport shouldn't be allowed to expand to the extent that it is ruining many of Long Beach's neighborhoods. I attend Wednesday night RCIA meetings at St. Barnabas's parish hall on Cerritos Ave. Periodically we have to completely stop our discussions due to the planes roaring overhead.

I echo the sentiments of many at the Saturday meeting: monitoring the current air quality levels around the airport needs to be included in this EIR.

Even though the expansion shouldn't impact the current pollution level I think it is obvious to everyone that the airlines and the federal government will push to expand the number of flights in the future. If a pollution study isn't done now, the future expansions could just be railroaded through without any rebuttal evidence of the severe detrimental effects.

My wife and I went through 7 years of infertility treatment to have our son and the unborn twins. As a result of this struggle we really cherish our son and have been extra careful about everything. We bought our house in an area that was safe and that had good schools and we bought as close to the ocean as we could afford so the air quality would be better. The thought that we will be exposing our kids to increased air pollution due to an expanding airport is very depressing.

Solution

To best benefit Long Beach air quality and finances, it seems like the EIR process should be as long as possible and include the air quality study. For one thing, this time will show whether Jet Blue has any financial staying power.

If they pull out or have financial issues, then the whole project would be mute anyway.

If Jet Blue has the staying power, making some minimal accommodations/improvements at the airport to improve the flying experience could probably keep the airlines from challenging the noise ordinance and yet not make the airport look attractive for an increase in the number of flights.

Thank you for addressing our concerns,

Sincerely,

Bill and Nora Mueller
3834 Lime Ave

Long Beach, CA



"Bruce Alton"
<altonbr@earthlink.net
>

10/23/2003 10:20 AM
Please respond to
altonbr

To: <airporteir@longbeach.gov>
cc: "Rob Webb" <district8@ci.long-beach.ca.us>, "Council District 8 Field
Office" <jecalig@ci.long-beach.ca.us>, "**Mike Kowal"
<mike4kath@aol.com>, "**Joe Sopo" <joesopo@earthlink.net>, "**Rae
Gabelich" <hoorae1@aol.com>
Subject: Airport EIR NOP scope comments

Please include the following elements in the EIR scope.

- All airport operational activities taking place on LGB property and all other sites supporting airport operations represent the EIR project area.

- The EIR will address the following operational scenarios with respect to aircraft flight levels and terminal/parking structures capacity and hourly passenger throughput levels generating environmental impacts.

- Scenario #1, "Ordinance Planned Utilization", the full use of aircraft take off and landing slots as identified in the existing noise compatibility ordinance.

- Scenario #2, "Fully Planned Utilization" Given that ordinance is successfully challenged and is no longer in effect: flight level environmental impacts generated by the full utilization of proposed hold room capacity and throughput (the hourly passengers per square foot planning values supporting planned peak arrival & departure flights per hour), with the assumption that that peak hour utilization will be all hours from 7:00 am to 10:00 pm daily.

- Scenario #3, "Maximum Planned Utilization" Given that ordinance is successfully challenged and is no longer in effect: flight level environmental impacts generated by the maximum utilization of airport capacity and throughput (all hours 7:00am to 10:00pm), to a point at which the fire marshal would be required to restrict terminal passenger population to maintain compliance with LB fire codes.

- Scenario 1,2,& 3 will include all environmental impacts generated by military and other flights outside the scope of the LB airport noise compatibility ordinance.

- 65Db, 70Db & 75Db, CNEL footprints will be developed for all operational scenarios and will include identification of all community impact mitigation activity required with associated costs.

- The EIR will reflect the strategy and objectives of a published LGB Airport Master Plan.

- The EIR will include a comprehensive Health Risk Assessment.

- The EIR will address the cumulative environmental impact to Long Beach neighborhoods. Impacts from all other regional sources will establish a baseline with an additional value representing the scenario 1,2 & 3 impacts as forecast by all airport area improvements.

- Ground transportation environmental impacts will be addressed as defined in: Caltrans Standard Environmental Reference. <http://www.dot.ca.gov/ser/>

- All documentation will be in electronic form and be made available in both draft and final form on the City of Long Beach web site.

- "Thresholds of Significance" will be identified, for each EIR criteria prior to the engagement of an EIR study. These thresholds will be defined by objective criteria, meet statistical representation standards, and provide a

recurring lifecycle metric to measure theoretical environmental impact to actual impact.

Bruce Alton
1106 E. La Dera Drive
Long Beach, CA 90807
(562) 424-5550



DL90815@aol.com

10/23/2003 11:31 AM

To: airpoteir@longbeach.gov
cc:
Subject: NOP901903

I am not for the expansion but would like a up to date analysis on the impact of Airport area growth on local infrastructure, neighborhoods and human health. The report now on file is 10 years old and a lot of changes have been made since that time. We must have a health and economic analysis report published.

Dorothy Wolf
4912 Ferro St
Long Beach, CA
90815
dl90815@aol.com



Birgit De La Torre
<delatorre.birgit@verizon.net>

To: <airport@longbeach.gov>
cc:
Subject: Terminal expansion

10/23/2003 11:58 AM

Dear City Council of Long Beach,

Given the most recent studies by the SCAQMD and CARB, showing Long Beach to be one of the most polluted cities in California and even in the nation, you must open your minds to the effects of future growth in our unique and wonderful city. The port alone is expected to double its traffic and pollution in just 16 years. What will life be like in Long Beach? Our children already show an alarming increase in pollution caused illnesses. Just ask the folks at Miller Children's Hospital. You cannot let the airport terminal expansion go forward without a comprehensive health impact study that looks beyond the immediate area of the terminal and does not consider projected future growth in our city as a whole. The EIR must consider a worst case scenario that could take place when our noise ordinance expires and we might be compelled by the FAA to accept more flights. Such a scenario would certainly be advanced with a larger capacity terminal. You always tell those of us, whose quality of life is highly impacted by the airport, that we must not "rock the boat" or we might lose our ordinance. If you are truly sincere in portending the limit on flights, as you profess all the time, then would it not make sense to be proactive and accumulate all the possible evidence, i.e. a comprehensive EIR, that could help ward off such an attack by the federal agency and keep the control of our environment in local hands.

Please, consider what happens to cities with unchecked growth, there are plenty of examples around. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the **true** cost growth, including but not limited to increasing health care costs and urban blight.

We sincerely hope that the leadership of Long Beach could become a role model for civic leadership in the nation,

Birgit and John De La Torre
4465 Cerritos Ave.
Long Beach, Ca. 90807



"GENE JENKS"
<nofearlb@msn.com>
10/23/2003 12:08 PM

To: mayor@ci.long-beach.ca.us, district1@longbeach.gov,
baker@ci.long-beach.ca.us, district3@longbeach.gov,
district4@ci.long-beach.ca.us, kell@ci.long-beach.ca.us,
district6@ci.long-beach.ca.us, district7@ci.long-beach.ca.us,
district8@ci.long-beach.ca.us, district9@ci.long-beach.ca.us
cc: governor@governor.ca.gov, lgbart@longbeach.gov,
larry.allison@presstelegram.com, lgbart@ci.long-beach.ca.us,
airport@longbeach.gov, president@whitehouse.gov,
vice.president@whitehouse.gov, senator.aanestad@sen.ca.gov,
info@lbhush2.org, senator.alpert@sen.ca.gov,
rich.archbold@presstelegram.com, jim.robinson@presstelegram.com,
Scribe17@aol.com, grobaty@earthlink.net, letters@latimes.com,
ocletters@latimes.com, story@nbc4.tv
Subject: Long Beach Municipal Airport

Dear Mayor Beverly O'Neill and respected members of the Long Beach city council,

I'm writing you today out of the growing concern regarding the expansion of the Long Beach municipal airport. My purpose here is not to push blame or criticize past decisions made by the city council, but rather to express my growing concern over what has been transpiring recently at the airport.

I am a 27 year resident of Long Beach California (particularly the Bixby Knolls and California Heights districts). I was raised in Bixby Knolls and attended all the educational institutions from pre-school through the University that Long Beach had to offer. Knowing the quality of life and benefits that Long Beach had to offer, I purchased a home in the California Heights district (less than a mile from the home I was raised) at which I've been residing for the past 5 years. During the 27 years I've lived in Long Beach, I've never had a problem with the airport or planes flying over. It's something you get use to and the benefits of the area out way the noise. A small price to pay.

Over the past year I've noticed a dramatic increase in flights departing from the airport (large jumbo jets). At first I just thought it was my imagination. But after doing some research I discovered that the departures had increased from approximately 25 to 40 in the past year. Here's the thing, 40 flights does not seem like a lot, but when you stack them first thing in the morning and late at night it affects peoples' sleep. A couple of Saturday's ago I counted 6 jumbo jets taking off from 7:00 AM to 7:30 AM.

Within a half an hour a total of 6 planes took off. That's one jet every five minutes for a half an hour. Every Saturday since, it's been averaging four to five jets taking off between 7:00 AM to 7:30 AM. I don't know about you, but I consider this excessive. On the opposite end of the spectrum, roughly three to four jets take off between 9:45 PM to 10:15 PM every night.

Let me also point out for the past month, at least two jumbo jets take off after the 10:00 PM deadline every night. I am not exaggerating, I mean every night! Just this past Sunday night, October 19, 2003, two jumbo jets took off after 11:00 PM. One at 11:15 PM and the other at 11:30 PM. I understand that the carriers are allowed to take off after 10:00 PM if the delay was uncontrollable to the carrier, such as weather, traffic control, etc. Well to me that covers just about 90% of all the delays in the industry. As I read more and more about the airport ordinance, I get the feeling that it was written by the attorney's representing the carriers. Where were the attorneys representing the city of Long Beach when this was approved?

I know that the Long Beach airport has some of the strictest noise abatement rules in the nation. I also know that the airport manager Chris Kunze consistently refers to this abatement as the main tool that the city and the

residents have in controlling the amount of flights coming in and out of the Long Beach airport. He also repeatedly mentions that when the carriers break the ordinance they are penalized, but rarely does he mention the actual penalty. To my understanding, the penalty for breaking the noise abatement ordinance is a warning the first offence then based on the discretion of the airport manager roughly a \$300 fine per incident. So my understanding is that a multi billion dollar company would have to pay a \$300 fine if the airport manager deems fit? That's like telling every commuter in Los Angeles that if they drive in the carpool lane with only one individual in the vehicle they would be penalized \$1 if the officer deems fit. Where is the deterrent?

Also it is my understanding that the city is contemplating a terminal expansion. Mr. Kunze continually states that this is not an expansion of flights, just the terminal area. I don't know who Mr. Kunze is trying to fool, but it doesn't take a rocket scientist to figure out what will happen down the road. If the airport is allowed to increase the terminal capacity, Long Beach will be pressured to take on more flights regardless of the noise abatement ordinance. All the noise abatement ordinance does is monitor the volume of each departure and approach. It is my understanding that the minimum number of departures allowed to the carriers is 41. It is also my understanding that more flights could be added if the noise abatement violations for a 12 month period are below the allotted amount. All I know is that if you build something attractive for businesses they will come (econ 101). But then again, maybe this is the strategy of the city's leaders since most of them do not live in the affected areas. In this case, carriers will be more inclined to increase flights out of Long Beach. Also, representatives from the FAA have stated they would not pressure the city of Long Beach in taking on more flights if the noise abatement ordinance is not met. But seriously, the FAA representatives stating this now will probably not be with the FAA in 15 years. How good is the word of the government? Get something in writing!

The city of Long Beach has basically given up all control to the airport by taking on the federal grant. The only bit of control the city of Long Beach has left is limiting this terminal expansion. Sure, renovating might be necessary, but we can do that without increasing the capacity.

I also understand that the main runway needs renovation. But diverting the jumbo jets onto the shorter runway does not in my opinion seem like the safest solution. Mr. Kunze repeatedly states that it's within FAA regulation so long as the carriers limit their payload. How often in the past have we seen airplanes go down due to overloaded and improperly balanced planes. More than once. Mr. Kunze keeps on stating that the FAA this and the FAA that. Well to Mr. Kunze, I would like to state that "the FAA is not loading those planes and making sure every plane is balanced". It only takes one accident. Also Mr. Kunze, repeatedly mentions that the runway at John Wayne airport is actually shorter than the alternate runway proposed for the diversion. But he also leaves out the fact that the John Wayne airport does not have residences right at the end of the runway like Long Beach. When one can see the pilots in the cockpit flying over, you would think someone would question whether or not the plane is too low? I just hope the council really thinks this through from a safety standpoint. My feeling is that the real reason Mr. Kunze does not want to shut down the airport for the approximated eight days is due to the revenue that would be lost to the carriers. I just hope that money doesn't come before safety.

I know that it might seem that I'm ranting and raving here, but I strongly feel that a small nuisance has now become a bigger health hazard. Due to the lack of uninterrupted sleep my health has been effected severely. For the past two weeks I've been exhausted and experiencing migraines on a daily basis. The problem has become so severe that I have contemplated in selling

my home and seeking legal counsel. I'm tired. I'm tired physically and emotionally. I'm tired of fighting politics as usual. It is really sad to see the people we elected to watch out for the well being of the community fail in their duties. It is sad to see that the ole mighty dollar is more important than the residents of the community. It is sad to see big corporate giants having their way just to make a buck. Seriously, how much extra revenue is generated from tourism to the city of Long Beach as a result of more flights with LAX so near by? I'm sorry, but most people do not fly into Long Beach airport to vacation in Long Beach. It's purely convenience.

Concerned resident,

Eugene Jenks

Cheer a special someone with a fun Halloween eCard from American Greetings!
Go to http://www.msn.americangreetings.com/index_msn.pd?source=msnel34



Cecelia Lynch
<clynch@uci.edu>

10/23/2003 12:35 PM

To: airporteir@longbeach.gov, district7@ci.long-beach.ca.us
cc:
Subject: Urgent: Comprehensive EIR needed

Dear City Council of Long Beach,

Recent studies by the SCAQMD and CARB indicate that Long Beach is one of the most polluted cities in California. Moreover, future growth projections are alarming: the port alone is expected to double its traffic and pollution in just 16 years.

I have asthma, and it is worsened by air pollution. I am also concerned about the increasing number of children who have asthma, including youngsters in my own children's elementary and middle school classes.

I am writing to request, urgently, that you not let the airport terminal expansion go forward without a comprehensive health impact study. Such a study must look beyond the immediate area of the terminal and consider projected future growth in our city as a whole, including the port area and the 710 freeway. Such an EIR is critical for the health of our current citizens and our children, as well as for the beauty and health of our city.

I urge you to consider the negative impact on unchecked growth for the health of cities and their citizens. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the true cost of growth, including on our health and environment as a whole.

Sincerely,
Cecelia Lynch
3645 Myrtle Avenue
Long Beach, CA 90807

Cecelia Lynch
Associate Professor
Department of Political Science
University of California, Irvine
3151 Social Science Plaza
Irvine, CA 92697-5100
phone: 949/824-2745
fax: 949/824-8762
e-mail: clynch@uci.edu
website: <http://advance.uci.edu/pages/FA-SS-1.html>



"Traci
Wilson-Kleekamp"
<twilsonklee@earthlin
k.net>

10/23/2003 01:46 PM

To: <airporteir@longbeach.gov>
cc:
Subject: Comments on the Notice of Preparation and Scoping for the Long
Beach Airport Terminal Area Improvements. (also sent by fax @
570-6068)

October 23, 2003

Ms. Angela Reynolds
Environmental Officer
City of Long Beach
Dept of Planning and Building
333 West Ocean Blvd.
Long Beach, CA 90802

Re: Comments on the Notice of Preparation and Scoping for the Long Beach
Airport Terminal Area Improvements.

1) The 1995-96 EIR reference in the NOP references is obsolete and would not be allowed in court because it is older than 5 years old. The NOP should not reference any data using the 1986 EIR -- all research data should be current and no less than 5 years old. In earlier environmental evaluations Jet fuel was not considered a toxic contaminant. Recent studies by both local agencies the South Coast Air Quality Management District and the California Air Resources Board identify that the diesel and particulate matter from LGB is among the leading causes of inhalation cancer risk for residents living adjacent to the Long Beach Airport. In 1998, California identified diesel particulate matter (diesel PM) as a toxic air contaminant.

2) The EIR should detail what is the maximum physical occupancy of passengers & employees allowed in each of the existing temporary LGB terminals and associated facilities with the existing flight schedule? What is the physical occupancy maximum of passengers & employees etc. with all commercial, commuter and cargo flights filled with the proposed enhanced facilities? What is the physical operating capacity and population occupancy maximum of the airport & its ancillary facilities (remote, onsite and proposed additional parking and all other proposed airport area developments) based upon each additional supplemental flight based that could be added beyond the 41 commercial plus 25 commuter minimum.

3) The EIR should evaluate the impact of the construction of a parking structure of 4,000 space in addition to the existing structure; plus 1,000 spaces for use during the construction of at Boeing and the Veteran's Stadium -- in addition to the proposed 2500 residents units via the Boeing PacificCenter Project. The NOP should detail traffic mitigation impacts to the surrounding communities in response to the demand/use of the increased parking opportunities related to the airport and its associated amenities.

4) The EIR should evaluate Air Quality emission standards and their impact on the additional passengers and employees projected in the expanded facilities. Are the proposed facilities improvements (land-use) in compliance with applicable Land Use
Comments on the Notice of Preparation and Scoping for the Long Beach Airport Terminal Area Improvements - Page 2

standards (such as the City's General Plan and 7 land-use elements; and LA

County Airport Land Use Commission) to determine if the land uses exceed or meets policy/industry standards for community sustainability. What mitigation measures will be implemented to meet or exceed standards for workplace air quality? What mitigation measures will be implemented to meet or exceed local land-use standards for the proposed enhanced facilities and related airline functions.

5) The EIR should address the cumulative health & sociological, economic and environmental impacts on the surrounding residential and business communities, proposed local and adjacent projects, local freeways, Port traffic and proposed mitigations for each negative impact. Specifically, cumulative impacts evaluation should include the Boeing PacificCenter project and all other related projects that were presented to the council and noted on the map on the LBG website.

6) The EIR should review the carrying capacity of the 405, 710, 605 freeways, local streets and corridors based upon projected passenger traffic via LGB for the next 5, 10, 15 and 20 years.

7) EIR must include a health risk assessment on the passengers, employees, general public within the isopleth area of contamination.

8) EIR should include an evaluation and cost assessment to improve, enhance local streets, corresponding landscaping and infrastructure improvements necessary to accomodate passenger impact on local streets/corridors adjacent in the promixity surrounding the Airport....such as Lakewood South to Pacific; Lakewood North to the 91 Fwy.

9) EIR should include a general health survey/screening (for respiratory related illness and cancer) by the Long Beach Health AND another local health organizations of local school children, seniors, residents, businesses etc. impacted by the Airport and the potential or incidence of recent Leukemia cases among children as a possible causal relationship with Diesel/Jet Fuel, and other airport related air contaminants.

10) CEQA documents for the installation of the temporary facilities.

11) Purpose and author of the Air Quality topic paper.

12) Detailed description of airline functions mentioned in Section 3.

13) Location of remote parking that has yet to be determined by the city.

How will impacts be evaluated if the location is unknown.

14) Location of parking for general aviation parking and/or aircraft manufacturing facilities; amount of space needed, maximum physical capacity of passengers, planes and employees based on the dimensions needed for the parking and manufacturing facilities.

Traci L. Wilson-Kleekamp
4527 E. De Ora Way * Long Beach * CA 90815
562/961-8424 (tel) 562/961-8474 (fax)
twilsonklee@earthlink.net



"Mettler, James"
<jmettler@Exchange.F
ULLERTON.EDU>

To: <airporteir@longbeach.gov>
cc: <RandNis@aol.com>, <delatorre.birgit@verizon.net>
Subject: Long Beach Airport - Health Impact Study Needed.

10/23/2003 01:55 PM

Dear Long Beach City Council Members,

I join my neighbors and fellow resident's of Long Beach to implore you to conduct a health and environmental impact study of any proposed expansion of the Long Beach Airport. Our wonderful neighborhood is directly under the takeoff path of the already busy airport. The noise pollution alone is already so bad that you cannot continue a conversation until the aircraft has passed over the house, which can take over a minute before the noise dies down. The noise has even set off car alarms in our neighborhood on several occasions. I cannot imagine what kind of exhaust and soot is gently raining down on my house, my lawn and my trees.

The approach and takeoff paths to and from the airport are over some of the most prime real estate in the city and in your, the city council's, care. As city council members, you all have the power to do your part to protect this city from future damage. Please do not allow increased ruin of our great neighborhoods and an increase in the danger to our health and environment. *Please* insist on a health and environmental impact study as soon as possible.

James R. Mettler
4460 Cerritos Ave.
Long Beach, CA 90807



"Braxton Craghill"
<Braxton.Craghill@psterminals.com>

10/23/2003 01:58 PM

To: <airporteir@longbeach.gov>
cc: <mayor@ci.long-beach.ca.us>, <district@longbeach.gov>, <baker@ci.long-beach.ca.us>, <district3@longbeach.gov>, <district4@longbeach.gov>, <kell@ci.long-beach.ca.us>, <district6@ci.long-beach.ca.us>, <district7@ci.long-beach.ca.us>, <district8@ci.long-beach.ca.us>, <district9@ci.long-beach.ca.us>
Subject: Airport EIR

The following note from my neighbors is a concern of all of us in the Bixby Knolls area. Please do not add any further flights and keep LB a better city.

Thank you,

Braxton Craghill
IS Manager
Pasha Stevedoring & Terminals
Cell (310) 628-5422
Work (310) 233-2011
Fax (310) 835-9861

Dear City Council of Long Beach,
Given the most recent studies by the SCAQMD and CARB, showing Long Beach to be one of the most polluted cities in California and even in the nation, you must open your minds the effects of future growth in our unique and wonderful city. The port alone is expected to double its traffic and pollution in just 16 years. What will life be like in Long Beach? Our children already show an alarming increase in pollution caused illnesses. Just ask the folks at Miller Children's Hospital. You cannot let the airport terminal expansion go forward without a comprehensive health impact study that looks beyond the immediate area of the terminal and does not consider projected future growth in our city as a whole. The EIR must consider a worst case scenario that could take place when our noise ordinance expires and we might be compelled by the FAA to accept more flights. Such a scenario would certainly be advanced with a larger capacity terminal. You always tell those of us, whose quality of life is highly impacted by the airport, that we must not "rock the boat" or we might lose our ordinance. If you are truly sincere in portending the limit on flights, as you profess all the time, then would it not make sense to be proactive and accumulate all the possible evidence, i.e. a comprehensive EIR, that could help ward off such an attack by the federal agency and keep the control of our environment in local hands. Please, consider what happens to cities with unchecked growth, there are plenty of examples around. What we need now in Long Beach is a master plan for the future that is based not only on monetary values, but considers the true cost growth, including but not limited to increasing health care costs and urban blight. We sincerely hope that the leadership of Long Beach could become a role model for civic leadership in the nation,
Birgit and John De La Torre
4465 Cerritos Ave.
Long Beach, Ca. 90807



Luisa Cariaga
<luisacariaga@yahoo.com>

To: airporteir@longbeach.gov
cc: district4@longbeach.gov
Subject: Airport Expansion

10/23/2003 02:36 PM

Dear City Council,

I urge you to conduct a health impact study of the Long Beach Airport expansion plans and current operations. As a life-long resident of Long Beach, I am concerned about an increase in pollution to the city and its inhabitants. I hope you will provide an environmental impact report to the citizens before moving ahead with this project.

Sincerely,

M. Luisa Cariaga

5190 E. Colorado St. #307

Long Beach, CA 90814-1862

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"Randy Nisbet"
<varuna@covad.net>

10/23/2003 02:56 PM

To: <airpoteir@longbeach.gov>, <district8@ci.long-beach.ca.us>
cc: <editor@gazettes.com>
Subject: Terminal Expansion - Full EIR is Necessary

Dear City Council and Council Member Webb,

My family have lived in Long Beach for more than 85 years. I and my family operated one of the largest retail stores in Long Beach for the majority of those 85 years. That store was Dooley's Hardware Mart. I have seen many changes over the years. Many changes have been for the better the last few years. But the last year has brought about frightening facts and scenarios to consider regarding The Long Beach Airport.

I have always lived with the airport and occasional noise. I never assumed it would go away nor would I expect to close the airport. But I have personally experienced increased noise and very low flights over my home on Cerritos Avenue since at least 2002. I have been shocked at the lack of response in the L.B. City government in reacting to the operations by airlines breaking the rules.

I have also been surprised that the L.B. City Council has not moved to put in further restrictions to make flight less of a burden on the families living in all of Long Beach. I never expected rules as stringent as Newport Beach at John Wayne Airport. But I certainly expected something to ease the burden that you the city council has placed L.B. citizens when it allowed the remaining airline slots to be filled. These past appeals by citizens have appeared to fall on deaf eyes to say the least.

That all Said I would never consider expansion since The Council has been quite inefficient at protecting our living conditions and our homes under the airport as it is now. The L.B. City council has seemingly appeared to the public to serve some blind interest at expansion. The councils interest in expansion has also seemingly always superceded the wishes of the citizens of Long Beach. If there continues there could yet be a revolt by the citizens such as took place regarding The El Toro Airbase.

I am also personally concerned what type of lead or other pollutants will be falling on me and my home and neighborhood. I would hope that all council members would also be concerned. Long Beach is already polluted enough because of the surrounding freeways. I read that Long Beach already is one of the leaders in bad air quality. Because of this I personally believe that a comprehensive EIR is necessary to understand what could take place in our community. I advise strongly that you call for a complete EIR. Otherwise the City Council of Long Beach will to appear to be hiding back room deals in mine and other citizens judgment. I would also say that it is time that the Council listen to it's constituents.

I plan on living here for the rest of my life. I think it is absolutely necessary to know the implications of the possible expansion that the council has always pushed. A decision to

have less than a full EIR in my consideration would be immoral in my consideration.

Randy Nisbet



DooleysBarn@aol.com

10/23/2003 03:25 PM

To: airportair@longbeach.gov

cc:

Subject: A Comprehensive EIR is Necessary

Dear City Council.

It is my belief that a full and comprehensive EIR should be approved on The Long Beach Airport terminal expansion. It seems to me that it would be a fundamental decision before going forward with any plans that could lead to increased operations at The Long Beach Airport.

Much has been said over the last two years about flights not would not be increased unless the noise levels are under set limitations. My understanding was that the airlines have already gone quite a bit over the noise limits set. Yet the City Council is already planning new and larger structures on the airport property. I would imagine that a reasonable route to take would be to either decrease flights or set up a plan that decreases the noise over our homes and city at large. Aren't we jumping the gun a bit.

I am concerned not only over the increased noise I and neighbors have experienced but also the implications of what additional chemicals and pollutants we would be exposed to. It seems only a safe and natural conclusion to call for a comprehensive EIR on this airport *facelift* as it has been called.

A full EIR would take away the sense mystery that so many feel shrouds airport expansion. If there are no critical implications to our neighborhoods from these new buildings at the airport or future expansion then this will be made clear. I feel it is the least our city leaders owe the citizens that elected them. Many people I know are concerned that Long Beach would be adversely changed by airport expansion. I think the city council should all listen to what concerns are being voiced by the citizens of Long Beach.

Shirley Dooley Nisbet,
33 year Resident of Bixby Knolls
& Past Owner/President of Dooley's Hardware Mart



DooleysBarn@aol.com

10/23/2003 03:25 PM

To: airpoteir@longbeach.gov

cc:

Subject: A Comprehensive EIR is Necessary

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Shirley Dooley Nisbet,
33 year Resident of Bixby Knolls
& Past Owner/President of Dooley's Hardware Mart



"Joe Weinstein"
<jweins123@hotmail.com>

10/23/2003 03:32 PM

To: airpoteir@longbeach.gov
cc: lbhush2@yahoo.com
Subject: Response (#1 of 2) on EIR Scope, to NOP - LGB terminal area improvements

From: Joseph M. Weinstein 4000 Linden Ave. Long Beach CA 90807
562-492-6531 (home), 562-342-7202 (work), jweins123@hotmail.com

To: Angela Reynolds, Environmental Officer,
Planning and Building, City of Long Beach
333 West Ocean Boulevard, Long Beach CA 90802

Response #1 (of 2 from this respondent) concerning Scope of EIR to:
CEQA Notice of Preparation and Scoping ('NOP' : dated 22 Sep
2003) for
Long Beach Airport ('LGB') Terminal Area Improvements ('Project').

GENERAL SCOPE. The second sentence in NOP's section. 3.1 ('Physical Improvements') well states that the EIR's purpose will be "to provide the decision makers and the public with information useful in considering the policy and environmental ramifications of a possible ... project".

For BOTH long-term POLICY and long-term ENVIRONMENTAL IMPACTS, the main effects of this project (as for most others for which EIRs are prepared) owe not to its CONSTRUCTION phase but to the COMPLETED FACILITIES' CONTINUING LONG-TERM EXISTENCE AND OPERATION.

NOP language used to discuss 'Air Quality' (p. 2 of the 'Environmental Analysis') hints at focusing on impacts only of construction. In the EIR, such limited treatment would be grossly inadequate. A correct and adequate EIR must address and indeed feature the facilities' long-term environmental impacts. As other NOP language correctly suggests, terminal-area facilities may strongly influence and even determine LGB's potential long-term sustained daily USAGE LEVEL - in terms of numbers of flights by satisfied carriers and of satisfied passengers.

POLICY. The city's key LGB policy issue concerns long-term LGB USAGE LEVEL. The EIR must inform policy which will address which usage levels to permit, and - of permitted usage levels - which ones actually to promote and encourage for the long term.

Many policy options exist. Existing total noise budget restrictions do not totally fix the usage level. Further, although a court has required a certain minimum level of allowed possible activity so long as LGB is an airport, the city has wide latitude in how far to 'accommodate' each possible usage level. There is a big difference between legally allowing a given usage level, and providing attractive 'accommodations' which long-term satisfy (even gladden) carriers and passengers at that usage level (and can thereby promote that usage level). Indeed, that's the very reason for the Project as proposed; NOP language (p. 8, section 3.1, just after displayed list) says that the proposal is designed to 'accommodate' the presently allowed 41 airline flights etc.

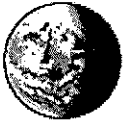
The EIR should carefully define and defend and use at least one plausible detailed description of standards for 'accommodation' - e.g. in terms of waiting space and time allotment per passenger, and other services and amenities. Since various airports, globally and even in the region, operate satisfactorily to quite different standards, preferably two or three distinct representative concepts of adequate 'accommodation' should be defined and used.

Thank your for your phone reply earlier today: most welcome and usable information. Thank you for the opportunity to e-mail comments. Thanks to the 500-word limit, a followon response is on the way.

Sincerely,

Joseph M. Weinstein

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"Joe Weinstein"
<jweins123@hotmail.com>

10/23/2003 03:41 PM

To: airportair@longbeach.gov
cc: lbhush2@yahoo.com
Subject: Response (#2 of 2) on EIR Scope, to NOP - LGB terminal area improvements

From: Joseph M. Weinstein 4000 Linden Ave. Long Beach CA 90807
562-492-6531 (home), 562-342-7202 (work), jweins123@hotmail.com

To: Angela Reynolds, Environmental Officer,
Planning and Building, City of Long Beach
333 West Ocean Boulevard, Long Beach CA 900802

Response #2 (of 2 from this respondent) concerning Scope of EIR to:
CEQA Notice of Preparation and Scoping ('NOP' : dated 22 Sep
2003) for
Long Beach Airport ('LGB') Terminal Area Improvements ('Project').

ALTERNATIVES. Deciding on how far to go in permitting or anyhow promoting LGB usage is currently the city's key LGB policy issue. Rational choice of project version will depend on this policy, and in turn project facilities will be essential for realizing the policy. By enabling a given level of long-term USAGE (daily numbers of flights and passengers) each project alternative will both allow a given POLICY choice and entail corresponding potential ENVIRONMENTAL IMPACTS.

Therefore, ALTERNATIVES considered should include and credibly sample a spectrum between least-possible and maximum-possible potential usage levels.

Because some existing facilities are widely deemed temporary, at least TWO 'NO-PROJECT' alternatives exist and should be discussed: one WITH the continuable existing temporary facilities, and one WITHOUT them.

ENVIRONMENTAL IMPACTS. For reasons argued in the earlier response, for the Project as described, and each alternative, the EIR discussion of environmental impacts must include and feature impacts on the regional environment of a plausible maximum envisaged potential continuing LGB usage level enabled by the Project facilities (or alternative).

Impacts will result from aircraft flight and ground activities, and from passenger activities and transport. Regional environment must at a minimum include the land and people of the City of Long Beach. Notably vulnerable people and places must be specially considered: school-age and younger, or retire-home-age people; and zones within a mile of take-off and landing routes.

I am especially concerned with AIR QUALITY - i.e. air pollution and consequent HEALTH impacts. Air pollution will result both directly from the aircraft flight and from additional ground traffic (including congestion effects on existing traffic).

Moreover, in relation to health and safety and other standards, the EIR must evaluate total adverse impacts from LGB (notably but not only from air pollution and traffic) not only in themselves but as part of a CUMULATION of regional impacts from existing and likely additional activities notably (but not only) on freeways and at ports.

Sincerely,

Joseph M. Weinstein

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<http://clinic.mcafee.com/clinic/ibuy/campaign.asp?cid=3963>



Hoorae1@aol.com
10/23/2003 04:02 PM

To: airport@longbeach.gov, Hoorae1@aol.com
CC:
Subject: No Subject

"The time is always right to do the right thing." martin Luther King Jr.

Check the methane levels at and around the perimeter of the Long Beach Airport. Assure the community that they are not at what is determined to be an explosive level creating a danger to the community.

Do breast milk studies to identify what pollutants we currently live with. Determine what an increase in capacity to include the balance of unfilled slots would do to those levels.

Determine the cumulative adverse health impacts from poor air quality and hydrocarbon emissions of jet engines exhaust combined with that from refineries upwind of the Los Cerritos neighborhood as well as exhaust emissions from the I-710.

All other concerns have been addressed verbally at the scoping meetings.

Sincerely, Rae Gabelich 4612 Virginia Avenue Long Beach, Cal.



cal0607@juno.com
10/23/2003 05:40 PM

To: airpoteir@longbeach.gov
cc: r.gabelich@lbhush2.com
Subject: Airport Noise - Attn: Angela Reynolds

Attn: Angela Reynolds

I'm writing to say "NO" to airport expansion. I have complained several times in the past year about airport noise. I have lived in this community for 5 years and the airport noise has gotten worse each year.

I'm also a business traveler who occasionally uses Long Beach Airport, but I'm not opposed to using other Airports, which I do more often than I use Long Beach, to travel in order to keep the number flights to a minimum.

Absolutely not to airport expansion!

Thank you,

C. A. Lenzi

3523 Olive Ave

Long Beach, CA 90807



"Tom Stillwagon"
<stillwagon@gns2000.
com>

10/23/2003 06:43 PM

To: <airporteir@longbeach.gov>
cc: <district7@ci.long-beach.ca.us>, <mayor@ci.long-beach.ca.us>,
<r.Gabelich@lbhush2.com>
Subject: Terminal Expansion

Dear City Council of Long Beach,

With the latest studies showing that Long Beach is one of the most polluted cities in California and the nation, how can you in good conscience not conduct an extensive health and environmental study regarding the airport expansion. As a taxpayer and citizen of Long Beach we implore the council to do the "right thing" to protect your constituents and order a FULL Health and environmental impact study of the airport.

Tom & Roberta Stillwagon
3933 Gaviota Ave.
Long Beach, CA 90807



WrightE@aol.com

10/23/2003 09:14 PM

To: airpoteir@longbeach.gov

cc:

Subject: EIR for Airport

We do not want to increase the size of the airport. What we want is to have the airline companies follow the letter of the agreement regarding flights and noise. We know we have to live with flights but we do not want to be subject to late night takeoffs, takeoffs that fly too low. We want to minimize our exposure to diesel exhaust and all the carcinogens that result from the emissions. We want our children to continue to live in the neighborhood of Bixby Knolls, known for excellent schools and housing. We do not want to lose our current quality of life and settle for less only because business wants to expand. Humanity needs to come first.

DON'T SELL US OUT!

The Wright Family
4468 Myrtle Avenue
Long Beach, CA 90807



"Kadee Della Donna"
<kadeedelladonna@earthlink.net>

10/24/2003 01:03 AM

To: <airporteir@longbeach.gov>
cc:
Subject: Airport Noise

As a resident of California Heights I am sickened by the way I have to put up with loud jets flying over my home. I live directly under the small runway, a great selling point when I bought the house, but now it doesn't matter. The monster jets that take off from the big runway make so much noise it's deafening, and they also use the small runway whenever it suits their needs. I try to jump out of bed and complain, but whenever I do I am told that it is a "lifeline" jet and there are no regulations on them. Yeah, right, a "lifeline" jet every 30 minutes.

I will oppose any measure that would include increasing the capacity of the airport, and I will not vote for any council man who wants to expand it as well.

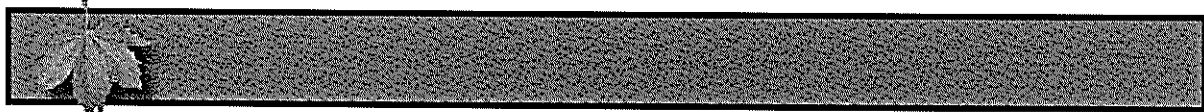
Kadee Della Donna



"Kate Braid"
<kateandkevin@world
net.att.net>

10/24/2003 09:27 AM

To: <airporteir@longbeach.gov>
cc:
Subject: Written Testimony



I'm sorry this wasn't in by October 22nd, I've been ill all week.

Please consider our opinions:

The airport is the largest threat to our neighborhood and property values. These are the questions each person at City Hall should ask themselves personally, when decisions regarding the airport are being made:

Ask yourself :

- **Do you want your house worth less?** Think about how much less will be okay? **\$100,000 or \$200,000 or \$300,000** or more of **your** retirement fund gone, gone, gone.
- When the property values drop, more and more of the homes around us will become rentals. The neighbors we've know and looked our for, for years will be replaced by families who come and go, cars and visitors we don't know. The larger homes will house alot more people. Things will be very different.
- **Do you want to have to stay inside because of all the noise?** Never barbeque in your yard? Tell your guests to stay inside so you can talk?
- **How many phone calls are you willing to ask the caller to "wait until the airplane goes over"?** How many business calls are you willing to have interrupted because of the noise?
- **How much sleep are you willing to give up?** Can you work and be effective and happy on three hours sleep at a time? Are you going to be happy if you are awaken at 11pm, 1am and 3am?
- **Will you worry about the effects of all the pollution on your spouse or child with asthma?** Will you run the air all of the time so they can breath or just at night?
- **How will you feel about a City that you love, that is willing to trade your quality of life and retirement for a few dollars revenue?**

I guarantee you that the answers will be no and no. Even people who

love the Airport want to maintain their personal property value and quality of life and these are the standards that should apply to all residents, not just a few.

The airport is not what make our city a great place to live, our people, neighborhoods and community make us special.

Kevin and Kate Braid



David Finch
<res0xwv@verizon.net>

To: airporteir@longbeach.gov
cc: Council_District7@longbeach.gov
Subject:

10/24/2003 11:22 PM

Almost every night I call the complaint line about late night flights. Does it make any difference? Do you do anything with this information? I am trying to get to sleep, but the large jets keep on taking off. One at 10:30 pm and another at 11:15. Will it ever stop?

Frustrated,
David Finch
3644 Gaviota Ave
Long Beach, CA 90807



"Joe Chesler-Home"
<jchesler@charter.net>

10/11/2003 08:42 PM

To: <AirportEIR@longbeach.gov>
cc:
Subject: Scoping Meeting Comments

Ms. Angela Reynolds, Environmental Officer
Department of Planning & Building
City of Long Beach

Re: Comments on Proposed Airport Expansion NOP

Dear Ms. Reynolds:

1. The NOP project description is confusing with regarding proposed office space requirement and allocation. The NOP indicates that 20KSF of new office space will be provided, yet it also indicates that 50KSF is the demand by various carriers, TSA and airport administration.
2. Any office space should occupy the ground level or sub-floor level of any new buildings, so that passengers and concessions are above any airport operations level, thus affording sweeping views over the airport. This design change would add to the public appeal of the airport and be consistent with the current operation of the airport restaurant and observation deck.

--JOE--

~~~~~  
Joseph Chesler  
4054 Locust Avenue  
Long Beach, CA 90807-2653  
EM: [jchesler@charter.net](mailto:jchesler@charter.net)  
~~~~~



"Patricia Walker"
<PWalker@lbusd.k12.c
a.us>

To: <airporteir@longbeach.gov>
cc:
Subject: airport noise/expansion

10/16/2003 07:33 AM

For 46 years I have called Long Beach home. I have invested in the schools, shops restaurants, and homes. for the first time I am wary of what the future holds for me in this fine city. When it is obvious that big business cannot be controlled even with laws and monetary fines (our bucket of noise runneth over), why would we further entice/invite the devil in for more. Be very wary of how comfy our airport becomes. Build small--stay small. The feds already show no warmth for this state (Bush, et al). Do not allow them to weasle into our backyards to park more planes!

Pat Walker



john green
<jpkmgreen@yahoo.com>
m>

To: angela_reynolds@longbeach.gov
cc: r.gabeich@lbhush2.com
Subject: eir

10/17/2003 02:44 PM

"If you build it, they will come!". This famous line from a popular movie pretty well describes what the city is doing by expanding the facilities at OUR airport. To make the facilities more attractive to airlines, is to invite more flights with their accompanying environmental assaults on the health and mental well being of the people of Long Beach. This at a facility in which the airlines already exceed the limits of the agreement they entered into with the city. There are still over 20 slots that can be used by what are euphemistically called "commuter airlines". Those aircraft make just as much noise and spew just as many pollutants into the environment as the larger planes do. To expand the capacity of the terminal to handle more passengers will encourage commuter airlines to utilize the vacant slots. It will also make Long Beach more important as a regional airport to the FAA. This is a cruel slap in the face to the people who will be impacted by the noise and air pollution produced by any expansion to this facility.

Further, The law regarding an environmental impact study is pretty clear in regards to scope. It is abundantly clear to the people impacted by the airport what the city is trying to do by attempting to limit the scope of the report. Of course the buildings and parking structures will have little, if any impact, on the people. It is the noise and pollution that the buildings and parking lots will attract that will make an already intolerable situation even worse. Rest assured that unless the EIR addresses the issues of the increased impact on the health and quality of life of the citizens who live in the environmental footprint of the airport, the city will face more lawsuits, and we will remember those who worked in our behalf at election time.

John Green

3930 Gundry Ave.

Long Beach, Ca, 90807

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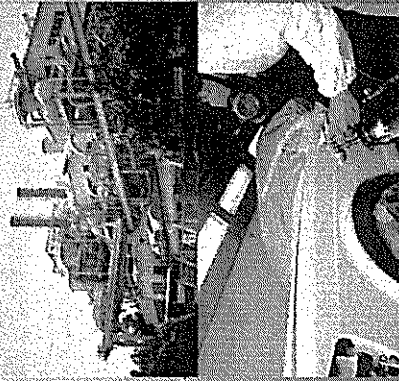
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Sources of Air Pollution

There are many sources that contribute to our region's air pollution problem.

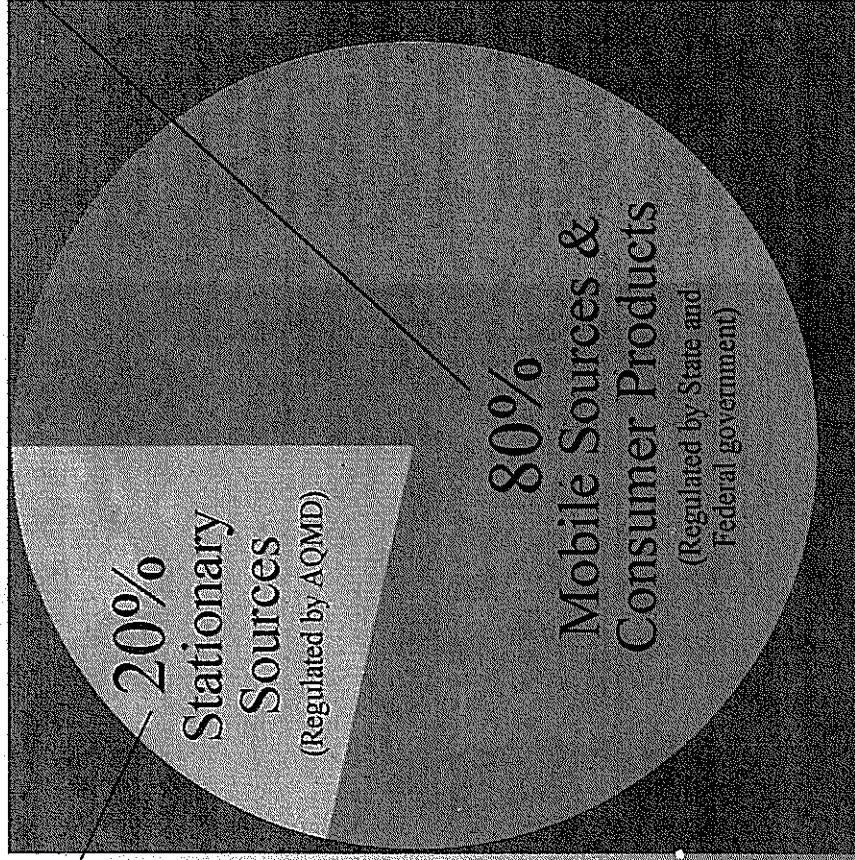
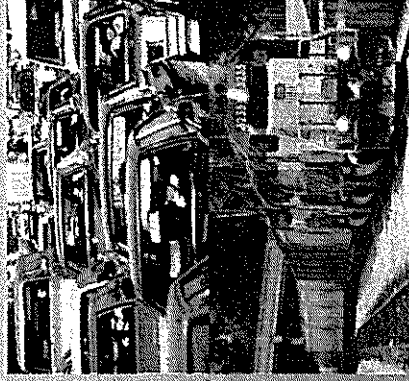
Stationary Sources

- Industries, such as refineries and power plants;
- Businesses, such as factories, dry cleaners, gas stations, and auto body shops;
- Commercial products, including paints, solvents, adhesives, and furniture varnishes; and
- Other sources such as dairy livestock operations.



Mobile Sources & Consumer Products

- Motor vehicles, including cars, diesel-powered trucks and buses, ships, trains, planes and off-road construction equipment;
- Consumer products, such as household cleaners, cosmetics, gas-powered lawn mowers and leaf blowers.



from AQMD insert-10-19-03.

Subj: [LBHUSH2] Forgot the article
 Date: Tuesday, October 14, 2003 10:33:10 AM
 From: helenmanningbrown@yahoo.com
 To: lbhush2@yahoogroups.com

10/14/2003 - Updated 09:58 AM ET

Small airports go through big growth spurt

By Chris Woodyard, USA TODAY

Two years ago, Long Beach Airport had nine flights to two cities, a virtually empty waiting room and hundreds of unused parking spaces just a few steps from the art deco terminal.

Then JetBlue arrived. Today, the airport has 40 flights to 11 destinations. A hastily constructed portable waiting room has helped relieve overcrowding in the terminal. With scarce close-in parking, the airport opened satellite lots.

While major airlines made Atlanta, Chicago O'Hare, and Los Angeles the nation's biggest airports in terms of passenger counts, discount airlines are making such unlikely places as Long Beach; Flint, Mich.; and Akron-Canton, Ohio, home to the nation's fastest-growing airfields, according to research firm The Boyd Group/ASRC.

If the trend continues, some suburban airports could gain parity with their urban counterparts. Fort Lauderdale, another popular low-fare airport, now serves more U.S. destinations than nearby Miami International.

It's all because of discount airlines. While Long Beach flourishes because of JetBlue, Flint and Akron-Canton credit AirTran for their recent success. Other airlines, jealously eyeing a new competitor in their markets, have expanded operations as well.

At Flint's Bishop International, Northwest Airlines plans to add direct routes to Orlando and Tampa starting Dec. 17 even though its Detroit Metro hub is only about an hour's drive away.

Northwest spokesman Kurt Ebenhoch says the carrier chose direct DC-9 flights from Flint to Florida because, "It's a very high-demand market, and we have a large customer base that we felt would respond to the service."

Another reason, although one Northwest won't admit, is competition from discounter AirTran on its home turf. AirTran flies non-stop between Flint and Orlando.

Mike Boyd, who runs the Boyd Group, cites Flint and Akron-Canton as successful "metro peripheral" airports. Both are near fast-growing suburbs and business parks of major metropolitan areas. Long Beach is right in the middle of Los Angeles sprawl, but was largely

overlooked, until 2001 when JetBlue staked it out. Flint is outside of Detroit, and Akron-Canton is just south of Cleveland.

When discount airlines started operations in what had been sleepy suburban airports, larger competitors took notice. "Suddenly, everybody else sees traffic there," Boyd says. "If (passenger) traffic goes up 200% in a market, that's going to attract attention."

Boyd predicts the number of passengers leaving from Long Beach Airport will grow 508% from 2000 to 2008. Flint will have increased 84%, and Akron-Canton will have gone up 49%. Most of the other airports on Boyd's list, from Oakland, across the bay from San Francisco, to Chicago alternative Midway, are either in or near the nation's largest population centers.

By contrast, only one airport appears on both the 10 largest airports list and Boyd's list of the fastest growing — Phoenix, with 23% growth in passengers expected from 2000 to 2008.

In some rare cases, suburban airports are eclipsing their region's main airport. Fort Lauderdale now has non-stop flights to 46 U.S. cities, compared with Miami's 41, although Miami leads on international destinations.

Suburban airport officials say they believe their operations have grown faster because airlines are attracted by much lower landing costs, which help them keep ticket prices low compared with Miami International. The result is a Who's Who of discounters all flying to Fort Lauderdale — 10 of them, including biggies Southwest, America West, ATA, Frontier, AirTran and JetBlue.

The three fastest-growing airports on Boyd's list are far smaller than Fort Lauderdale, which attracted more than 10 times as many passengers in 2002 as Long Beach — the biggest of the three on Boyd's list. But they have made great strides:

Long Beach. Before JetBlue arrived a couple of years ago, Long Beach Airport had only America West flights to Phoenix and American flights to Dallas/Fort Worth. When JetBlue came in, passenger traffic exploded.

In December, Long Beach will reach its limit of 41 daily big jet flights allowed under a court-ordered noise limitation agreement. It will have 25 available commuter slots.

The growth isn't just from JetBlue. Alaska Airlines is starting service to Seattle, putting big jets on routes previously flown by commuter aircraft. American fought to gain extra landing slots from four to seven, serving both Dallas/Fort Worth and competing head-to-head against JetBlue on the New York JFK run.

The activity means fliers from Long Beach can reach more places non-stop, even ones far away such as Fort Lauderdale, Atlanta and Washington Dulles. JetBlue flies to all of them.

Flint. Bishop International in Flint has seen a leap in passenger traffic this year, largely because of the growth of AirTran. "We have tripled in growth since they entered the market" in 1997, says airport spokeswoman Pat Corfman. "With the fares going down, the growth in our area has been tremendous."

The airport has also attracted commuter aircraft service — ATA to Chicago Midway, Delta to Atlanta Hartsfield and Continental to Cleveland Hopkins.

Akron-Canton. Since AirTran started service in 1996, flights have grown steadily. Starting with Atlanta, AirTran has added such destinations as New York LaGuardia and, beginning Nov. 4, Tampa. Delta's commuter affiliate has increased service, too, to Atlanta and Cincinnati.

The airport has worked with AirTran to promote its new New York service. "We marketed the heck out of the new service," says airport marketing director Kristie Van Auken. The service has been successful enough that the airport has had to draw on only about \$350,000 of its \$1.7 million airport promotion war chest.

More passengers are learning about Akron-Canton. "We knew we needed passengers from throughout northeast Ohio," she says.

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